

# The Big Stone Gap Post.

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No. 4

## PUBLIC HIGHWAYS IN RICHMOND DISTRICT

To Be Made First Class by Proposed Bond Issue of \$300,000.

A petition is being extensively circulated and signed in the Richmond Magisterial District, addressed to the Board of Supervisors, asking it to petition the Circuit Court to call an election to vote on issuing \$300,000 of road bonds for the purpose of rebuilding, macadamizing and otherwise permanently improving the roads in the Richmond district. It is well known that, owing to war conditions, the unprecedentedly hard winter of two years ago and the original light construction of these roads that they are practically going to pieces and the district in a year or two will be without roads unless heroic measures are taken at once to rebuild them.

The petition shows that the road situation in the district has been carefully worked out and it is believed that the all lotments made in it to the different sections are just and fair. In making it up consideration was given to the amount of travel in the various sections, the proximity of limestone and other elements of cost. The estimates contemplate broadening the present roads in many places and making all of the roads of heavier construction, which will include a combination of stone and asphalt so cemented together that the road bed will not ravel as our water bond macadam roads have done. About \$25,000 will be spent in the town of Big Stone Gap; that is \$45,000 will be spent on the main highway through the town from the western to the eastern limits and \$20,000 on the East Stone Gap road running from the high school in Big Stone Gap. Of this distance about one fifth will be in Big Stone Gap, making \$4,000 of the \$20,000, to be spent in Big Stone Gap.

It will be remembered that the state has taken over and will rebuild and maintain the road from Blackwood to Appalachia, and on to the Lee county line, but this does not include anything in the town of Big Stone Gap. Under the highway law the state takes over and maintains the roads through towns under 2,500 population, but not those over that figure. Consequently, none of the state appropriation is spent in Big Stone Gap, but the main highway through Appalachia is included.

This petition includes the road from the L. & N. depot in Appalachia up Callahan Creek to Stonegap, which is the only highway in the town of Appalachia besides the state highway. It calls for rebuilding the highway from Appalachia to Imboden and Keesee and to the Lee county line, also Imman and Laura, thus including all the roads leading into Appalachia. It also includes the main highways in Powell's Valley, including the Norton and Big Stone Gap road, the road from East Stone Gap to Minton's store and the Wild Cat Valley road from East Stone Gap to Oreton.

\$50,000 of the proposed issue is to be spent on the road from East Stone Gap to the Lee county line at Oreton. This is a very important link both to Big Stone Gap and Appalachia and to the people in the district,

as it furnishes an outlet to Scott county and ties up at or near Duffield with the state highway from Bristol to Pennington Gap. The people interested in the Yokum station district of Lee county and the Taylor district of Scott county have already taken steps, and it seems certain will issue bonds to build the connecting links between Oreton and Duffield, being about four miles in Lee county and about the same distance in Scott. The State Highway Commission has promised either that the Bristol to Pennington Gap road will be built through Duffield or else the state will build, or chiefly build a connecting link from Duffield to Pattonville about four miles. The completion of this outlet will mean much in every way to the people of not only the Richmond district, but all Wise county and the upper end of Lee county.

The amount of bonds outstanding heretofore issued by the Richmond district, including its share of the original county bond issue of \$700,000 is thought to be now fully \$500,000. If the proposed issue of \$300,000 is made, the district will be bonded for about \$800,000 which the signers of this petition state are all the bonds the district can afford to carry. The signers further state that for this reason they are opposed to the issue of bonds for the opening and construction of the proposed Lynch highway, all of the Virginia side of which is in the Richmond district and the estimated cost of which to this district is \$231,000 according to the estimates made by Mr. R. H. Bruce, county road engineer for the former board of supervisors. The petition in full, which it is understood has been signed by a large majority of the people of this district, is as follows:

To the Honorable Board of Supervisors of Wise County, Virginia:

We, the undersigned citizens and residents of the Richmond Magisterial District of Wise county, do hereby respectfully request that your honorable board will petition the Circuit Court of Wise county, to make an order requiring the judges of election in said Richmond District, at some time in not less than thirty days from the date of said order to open the polls and take the sense of the qualified voters of the district on the question of whether the Board of Supervisors shall issue bonds for the purpose of building, macadamizing or otherwise permanently improving the following public roads and bridges, of said Richmond Magisterial District, namely:

1. The Wild Cat road, from the main road through East Stone Gap to the Lee county line, at an estimated cost of \$50,000.
2. The road from the school house in Big Stone Gap to the overhead railroad crossing in East Stone Gap to Minton's store, at an estimated cost of \$20,000.
3. The Minton store road, from the overhead railroad crossing in East Stone Gap, at an estimated cost of \$13,000.
4. The Cracker's Neck road, from Minton's store to the creek crossing in Cracker's Neck, at an estimated cost of \$2,000.
5. The road leading from the main road at East Stone Gap across the ridge, to the main valley road, leading from Big Stone Gap to Norton, at an estimated cost of \$1,000.
6. The present main road through the town of Big Stone Gap, from the western corporation line to the school house, with a spur across the L. & N. overhead bridge down to the tannery; and thence from the

school house out Shawnee Avenue past the Southern depot to the eastern corporation line of Big Stone Gap, at an estimated cost of \$35,000.

7. The valley road, from the eastern corporation line of Big Stone Gap, up Powell's Valley, across Stone Mountain to the Gladeville District line on Carding Machine Branch, at an estimated cost of \$30,000.

8. The Butcher's Fork road, near Letcher Sken's residence, up Butcher's Fork and a branch thereof, thence through the Robinson farm, to a point on the main valley road, near the foot of Stone Mountain, at an estimated cost of \$11,000.

9. The Stonegap road, from the L. & N. station in Appalachia, to Mud Lick Junction, at an estimated cost of \$1,000.

10. The Stonegap road, from Mud Lick Junction to Stonegap, at an estimated cost of \$14,000.

11. The Imman-Linden road, from the school house at Appalachia, up Leoney Creek to Laura Mines, at an estimated cost of \$27,000.

12. The Imboden-Exeter road, from the state highway at the mouth of Pigeon Creek to the commissary at Exeter coal plant, at an estimated cost of \$50,000.

13. The road from the commissary at Exeter coal plant to the Lee county line, at an estimated cost of \$5,800.

We favor the foregoing as being necessary to rebuild the roads of this district, outside of the state highway, as we believe it is impossible to maintain them in their present condition without a bond issue, and we further believe that this proposed bond issue, together with the bonds now outstanding against this district, are all the bonds the district can afford to carry, and are, therefore, opposed to the issuing of bonds for the opening and construction of the Lynch road.

Witness our hands this January, 1920.

MRS. RUFUS A. AYERS

In the death of Mrs. Rufus A. Ayers, a devoted wife, a loving mother and loyal friend, passed to her reward.

If fond affection and love for her who sleeps beneath a bower of flowers in the old churchyard, not far from the old home site where she first saw the light of day, should be the guide of my pen, I trust I may be pardoned, for it must be remembered that she was my mother, and I feel it not only a high privilege, but a duty as well, to pay this tribute to her memory.

For almost fifty years of wedded life she was to her husband all that a wife should be—companion, comforter and guide and friend.

"The rainbow to the storms of life.

The evening beam that smiles the clouds away."

She was a devoted mother, and her children and children's children, will honor and revere her memory to the end of time. The recollection of her goodness, the purity of her character, her self-sacrificing disposition, and that mother love, so typical of all that is best and highest in life, is to them a priceless heritage.

Educated at Salem Female Academy, an old Moravian school at Salem, N. C., where she remained continuously for four years during the Civil war, to the home training she had received from Christian parents, was added an intellectual culture, and modesty of deportment, which characterized her entire life.

As a young girl she was noted not only for the beauty of her person, but also for the beauty of her character. She was an old fashioned girl, an old fashioned wife, and an old fashioned mother. When I say old fashioned, I mean she was a typical southern girl, wife and mother—a womanly woman—a type which has never been surpassed, and never will.

She was only sick for a few days, but she had passed the allotted three score and ten and was unable to resist the inroads of a severe cold which she had contracted a few days before her death.

What a flood of recollections

come to my mind of her goodness, her kindness, her watchfulness and care. A lifetime of devotion and love which I gave her without stint or measure, can not repay one tenth, her unfailing kindness and love for me.

For some months she seemed to realize that she was not long for this world, and although I tried every way I knew to cheer her up, and persuade her to go south with me to spend the winter months, she never reached the point where she felt she was strong enough to make the trip. Only a short time ago, after talking with me about old times, she threw her arms around my neck and said, "My boy I will not be with you long." I tried to cheer her up the best I could, but she had a far away yearning look in her eyes, as if she realized there was only a slender thread connecting the living with the dead, and she seemed to be thinking of those dear ones who had preceded her on the long, long journey home. When the angel of death was hovering near a few moments before her death, holding her hand, I asked if she did not know me. A faint expression from her eyes, a slight pressure from her hand, and a wan little smile, told me that she did.

That memory can never be effaced. It is engraved upon my heart, and in the days to come, though now broken-hearted and bowed down with grief—in the lonely vigils of the night—wherever I may be, no fonder, holier recollection can ever come to me. A man may love his sweetheart, his sister, or his wife, but he can never have for either, the deep love and affection he has for her who went down in the valley of the shadow of death that he might live; who first taught his baby lips to lip the word mother; who taught him his childhood's prayer—"Now lay me down to sleep," and who through all the long years never seemed to realize that I had grown up. To her I was but a boy, needing her love and care.

She now sleeps that dreamless sleep, side by side with her three children who went before. She has left me for a season, but her spirit I know will ever hover around me—a guardian angel to the end—when I too shall be gathered to my fathers.

Earth was made better and brighter for her having lived. Heaven is the home of such rare spirits.

H. J. AYERS.

### A Message to the Ladies.

Those who are having trouble with damp and mouldy tendencies in their homes can now solve this nuisance readily and at very little expense by having a Caloric pipeless furnace installed. No more damp, mouldy, chilly spring days with the Caloric, and the bath room will be just as warm as any other room. All the heat you can wish for.

Cutts, the plumber, says these furnaces will cost considerably more next summer, as the price of pig iron has reached \$40 a ton.

There are a great many different makes of the pipeless furnace, but the Caloric is the leading make. There is an iron-clad guarantee goes with each furnace. One lady in Appalachia is paying for her furnace with the rent from part of her rooms. Six months' time is offered on the present sales to stimulate the business at this time, and with the low cost of this heating system there is no one can make the excuse of can't afford it. With the Caloric you can rest assured you have the most modern heating appliance on the market, regardless of its low cost. Three months yet of damp, cold, chilly winter weather. Every woman likes flowers and with the Caloric heat you can grow flowers nicely.—adv.

### Red Cross Notes.

Ladies please call at the government building for your donated chair or table from the Red Cross work room, before Saturday morning.

## EFFORTS OF THE YOUNG MEN'S CLUB

Revealed at Regular Meeting of Club Friday Night on the Building Program.

That Big Stone Gap is on the verge of a genuine building program was revealed at the regular meeting of the Young Men's Club held at the Monte Vista Hotel last Friday night. W. T. Goedloe, an official of the Big Stone Gap Land Company, announced that they had made arrangements to construct two nice residences on Poplar Hill and work would commence on same as soon as plans could be drawn up and bids submitted. Another residence will be constructed by R. B. Allover diagonally across the street from the Baptist church. In addition to this it is rumored from an authoritative source that two or three good business houses will be built here this spring.

The building program was thoroughly discussed when the meeting was called to order and a motion was made by Major Stuart that an effort be made to revive the Building Corporation which was organized a year ago by members of the club for constructing houses and selling them to buyers on the installment plan. It being useless to wait longer for a decline in prices of material with prospects of a further increase, Mr. Stuart stated that it would be necessary to enlarge the scope of this corporation and push it to a successful conclusion at once. This motion was carried and President D. B. Sayers instructed the club's secretary, D. E. Allen, to notify J. A. Gilmer, president of the corporation, of the club's action.

Much disappointment was in evidence over the failure of H. C. Stuart, Jr., general manager of the Diamond Hosiery Mill Company, at Jellico, Tenn., to attend this meeting. A telegram, however, was received from him Friday stating that he was unavoidably detained at Williamsburg, Ky., but would arrive here Wednesday to consult with the club in regard to putting in a hosiery mill at this place. In view of this fact a meeting of the club will be called at the Monte Vista Hotel tonight at 7:45 o'clock (central time) to hear Mr. Stuart's proposition. On motion of C. S. Carter a committee of three was appointed by the president to meet Mr. Stuart on his arrival here. Those appointed were: R. B. Allover, C. S. Carter and D. E. Allen.

Mr. Stratton, industrial agent for the Southern Railway was present at the meeting. When called on to make a talk he stated that he had certainly been boosting Big Stone Gap within the past sixty days, or since his last visit here. That he had written numerous letters to all kinds of industries, such as stove foundries, knitting mills, overall factories and cement companies, telling them of the unusual advantages offered at Big Stone Gap. He read a letter from a cement corporation in Philadelphia which stated that they had found conditions satisfactory here, but the cost of machinery was so abnormal they would be forced to hold off for some time.

Mr. Stratton said it was not

wise to hold off from building at this time as the cement market in the south was so great it would be impossible for the present output to supply the demand, owing to the tremendous building program that is now in progress; that now was the time to prepare for this business and not wait, as he expressed it "the early bird gets the worm." Cement could be shipped from here as cheap as from Kingsport or Chattanooga and furthermore practically all the raw material was lying at the manufacturer's door.

In speaking of the hosiery mills Mr. Stratton said that he had corresponded with seven or eight concerns and received encouraging reports, among them being the U. S. Hosiery Mills at Chattanooga and the Diamond Hosiery Mills at Jellico, the latter of which will be represented here at a meeting of the club tonight by its general manager, H. C. Stuart, Jr. Mr. Stratton declared that a complete plant and a dye plant should be located here, making this a center of several mills established at nearby intermediate points. That the biggest asset to a mill of this kind was labor which appeared to be in abundance in this section. He further stated that this section had the same advantage as East Tennessee where so many knitting mills had been established recently. He also had something to say about good roads and stated that nothing could build up a town or city quicker than first class roads. It brought more business, increased the value of farming land and also done much to build up railroads.

C. C. Cochran, who has been taking a leading part in trying to prevent the proposed increase of telephone rates in this section made a report on his work. He stated the telephone company had applied to the State Corporation Commission for an increase of fifty cents on every subscriber and still maintain the present toll rate. The final hearing before the commission will be held at Richmond on January 30th and it would be necessary to have strong representations from this section to do all in their power to prevent this apparently unnecessary increase in rate.

Mayor Horsley, who was recently appointed as a committee of one to circulate a petition among the citizens of the Wild Cat section to ascertain their idea of constructing a good road between Wise county line and Scott county, reported and handed in the petitions, saying that practically everybody had signed and very little opposition was in evidence. A copy of these petitions will be mailed to the supervisors of the three counties.

Mr. Irvine, in speaking of the Wild Cat road, said he had recently consulted with Mr. Coleman, of the Highway Commission at Richmond in regard to this route and found there was no hope of state aid within two or possibly three years and for the citizens not to wait but get active. Get a survey and estimate and if the people desire to

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